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1. The Turnu-Severin harbor is located near the railroad station. It handles carloads of wood from the forests of Closani, loads of cereals, the transloading of merchandise from ships to smaller ships in order to allow their passage through the cataracts of the Iron Gate. The harbor also supplies the ships with fuel.
2. The most important installations along the Danube are: The navy yard Sovromtransport No. 2 (ex Dinamica) (No. 1 on sketch) which builds barges and oil tankers for the Rumanian traffic on the Danube. Wooden ships with motors and high bows are constructed for the Soviets. These ships can also be used at sea. At present, these ships are called fishing boats, but considering the way they are constructed internally as well as the special attention given to their construction, they are evidently troop transports. The navy yard has a complement of 1,500 workmen. There is no permanent Soviet control commission but a commission always comes to receive the ships when they are ready.
3. Slaughterhouse for exports Comcar (Office for Commercialization of Meat) is located near Sovromtransport No. 2 (No. 2 on sketch). At present there is no extensive slaughtering for export, since the animals are sent alive to the USSR. In the summer of 1951 there were at Comcar approximately 40,000 pigs which were to be raised, fattened, and sent to the USSR.  25X1  
 a factory for canned meat was supposed to be established at the slaughterhouse in the autumn of 1951.
4. Sovromtransport (SRT) (Nr. 8 on the sketch) constructs barges and oil tankers for the Soviets. It also builds ships for transporting merchandise and passengers (cargo boats), also for the Soviets. The cargo ships are constructed in the following way. The hull only is built in the navy yard of SRT, Turnu-Severin. The navy yard has a big electric crane and

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dry-dock installations with small dollies which haul the ships ashore. The navy yard also has its own station for supplying the ships with fuel.

5. In the harbor, near a buoy, there are anchored four launches of the naval border patrol. Each of the launches has a crew of four to five soldiers with an automatic gun and machine pistols. They patrol daily on the Danube for possible escapes or contrabandists (on the sketch at No. 11).
6. East of the harbor administration offices (No. 12 on the sketch) two big Soviet launches are anchored, (No. 16). One of the launches is a refrigeration ship for food, and the other is a dormitory, canteen, and a theatre ship for the Soviet sailors. On the shore there is a small building (No. 14) in which an office of the Soviet navigation organization is located. There is also, in the same building, a depot for military materials, (No. 15).
7. Just east of the launches is a Soviet repair barge (No. 17), and some 100 meters east of the repair barge is another repair barge of the SRT company damaged in the cataracts.
8. There are anchored about twenty Soviet oil tankers at position No. 20 of sketch.
9. A boat for the cataracts belongs to the Turnu-Severin Harbor. The boat is located near the point of Paulina (sic), west of the harbor. When the waters of the Danube are low, the boat helps ships which go up the Danube by pulling them with a cable. In the harbor of Turnu-Severin, so-called cataract pilots board and accompany the ships on their passage through the cataracts of the Iron Gates.
10. Harbor Administration is under the supervision of Inspector Nicolae Lipoveanu, member of the Communist Party.
11. Officers of the Harbor Militia are Chief, Lieutenant Marcel Hrisca; Assistant, Master Sergeant Vasile Proca.
12. Border guards are Commander 2nd Lieutenant Baciu and Sergeant Chirculescu at the control point.
13. In the harbor there can be seen the antennae of two sending-receiving radio stations. One of them is near the building which houses the offices of the SRT and the other is near the office of the Soviet navigation organization.
14. Special permits are needed to enter the harbor. The permits are granted by the harbor administration and bear a visa of the harbor Militia. These special permits are necessary for those who only occasionally enter the harbor on service. For those who work permanently, identity cards are issued, printed on cardboard and bearing photographs as well as mentioning the occupation of the bearer. At the exit of the harbor there is a control by the border guards for contraband merchandise. There is also a control by the harbor Militia for papers.
15. Railroad yards at Turnu-Severin (No. 5) are on the national road of Turnu-Severin-Orsova, near the railroad station of Turnu-Severin. The Director is Constantin Balulescu, graduate of the Industrial Railroad School of Turnu-Severin, a fervent Communist.
16. The yards have the following sections:
  - a. The locomotive sections where general repairs and periodical checkups on all types of locomotives are made.
  - b. The coach section, where mostly freight cars are repaired and only

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small repairs are made on coaches. For re-building or general repairs, the coaches are sent to the Grivita-Bucharest yards.

- c. The mechanical section which includes molding plants, metal forges, plants for making vats, metal sheeting and lock plants, and paint shops.

17. The yards employ 1,500 workmen.
18. Regarding the political situation, the majority of the workers are registered in the Rumanian Workmen's Party (Communist), but very few are enrolled through conviction; many are enrolled to keep their jobs.
19. Psychological attitude shows a state of discontent which is often manifested by protests against the leadership. This is due mostly to the great promises made by the Communists, the small salaries, the lack of necessary objects of daily use, and the regime of forced labor. Other causes of dissatisfaction are the high standards (amount of work and time involved) imposed upon them as well as the so-called "socialist challenge". Those who showed dissatisfaction were sent to labor at the Danube-Black Sea Canal. The dissatisfaction of the workers is demonstrated by the very low quality of their work.
20. The workers believe all the statements the Communists make at political meetings are true, i.e. that Tito has transformed Yugoslavia into an American base. Since the beginning of the war in Korea many workers, who had been registered in the Communist Party, stopped their activity almost entirely, took no more initiative, and withdrew themselves from demonstrations and meetings.
21. Attached is a sketch of the city and the harbor of Turnu-Severin.

Explanation of the sketch:

1. Sovromtransport No. 2 (ex Dinamica) Navy yard
2. Comcar slaughterhouse
3. Railroad workers' sport stadium
4. Railroad yards for Rumanian railroad locomotives
5. Rumanian railroad workshops
6. Home for the Rumanian railroad apprentice workers and pavilions for the Rumanian railroad workshop personnel.
7. Turnu-Severin RR station
8. SRT navy yards
9. Public parks
10. Medical dispensary of the navy yards
11. Pontoon which anchors the launches of the naval border group.
12. Administration of the harbor.
13. Warehouses
14. Offices of the Sovjetski Dunai Gospodarski Plavie-Soviet Navigation Organization (SDGP)
15. Material warehouses of the SDGP
16. Two big Soviet barges: one refrigeration barge with food, and the other a dormitory, canteen, and movie house.
17. Soviet barge used to make repairs on other ships.
18. SRT repair barge.
19. The ruin of the Emperor Trajan bridge.
20. Oil tankers
21. Turnu-Severin east railroad station, called also Closani.
22. The narrow gauge of forestry railroad of the forestry society Closani, used to transport wood.
23. Community bathhouse.
24. Barracks in which is located the headquarters of the infantry division.
25. Government restaurant 23rd of August, formerly the building of the National Theatre.

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26. Emperor Traian High School.
27. Palace of Justice
28. Dormitories on the campus of the Emperor Traian High School.
29. Military Hospital of the division.
30. Barracks of the 9 Border Guards Regiment.
31. Barracks of the Infantry Regiment.
32. Iron bridge over the Topolnita river.
33. City hall of Turnu-Severin. (Building of the People's Council).
34. 14 Artillery Regiment barracks, formerly 37 Artillery.
35. Water plant for the city.
36. Public gardens.
37. Civil hospital "Grecescu".
38. Gasoline station
39. Border guard station.

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